

MINOR MAINTENANCE	Public Involvement	Context Study/Placemaking	Design	Interdisciplinary teams
<p>Project Attributes:</p> <ul style="list-style-type: none"> - Impacted area – limited to a small area or narrow corridor - Cost – Generally less than \$1,000,000 - Design – May involve formal engineering or may not - Construction Effort – performed by in-house maintenance crews or sometimes by outside contractors - Schedule – short duration, sometimes highly concentrated timeframes, not always scheduled well in advance with extensive notice - Complexity – minor, with no significant engineering issues - Traffic Impact – minor - Environmental –wetlands permit may be required; possible historic context issues 	<p>Purpose of public involvement – To learn what features are important to stakeholders to maintain or enhance as work is carried out. To inform stakeholders about work to be done in order to avoid inadvertent impacts on adjacent property owners.</p> <ul style="list-style-type: none"> - At the start of construction, notify people who live or work in the project area about the work. Include a contact name and phone number or email address to facilitate contact with a responsible person if there are concerns or problems. 	<ul style="list-style-type: none"> - Field review of the significant context features, especially thinking about potential impacts on (or opportunities to enhance the image of) the community, promote and preserve historic village character, or maintain or enhance scenic character. Significant context features may include but are not be limited to: <ul style="list-style-type: none"> - the entrance into a village - a village center - effect on the scenic quality of a rural road - effect on access to businesses - trees, stone walls, other features - Internally (within DOT) decide whether the potential level of impact merits stakeholder consultation - If consultation is warranted organize a walk-through at the significant features, with a small group (2 to 5 stakeholders), to identify what is valued in the context <ul style="list-style-type: none"> - Document in a meeting report what the stakeholders identified as the transportation issues or problems to address and community and environmental values to be considered as work is carried out. 	<ul style="list-style-type: none"> - Limited design efforts are involved. In cases where in-house resources complete planned improvements there may be little or no design. Plans may be relatively general in nature. 	<ul style="list-style-type: none"> - Possibly no additional team members beyond the maintenance crew or contractor are needed. However, the Context Study may reveal sensitive issues that could need involvement by other experts, such as a landscape architect or historic preservationist.

Example Project: Routine road maintenance

In a routine maintenance effort, a crew was cleaning ditches along the road, digging them out and piling dirt along the road. Inadvertently, they buried a foundation drain at one residence. There was no notification to adjacent property owners about the coming work.

MAJOR MAINTENANCE/ PRESERVATION	Public Involvement	Context Study/Placemaking	Design	Interdisciplinary teams
<p>Project Attributes:</p> <ul style="list-style-type: none"> - Project Types: <ul style="list-style-type: none"> - Resurfacing Projects - Federal Resurfacing Projects - District Type Constr Projects - Impacted area – generally focused on a corridor. Minor impacts along the corridor, side roads and to adjacent properties. - Design – Formal design of all features including safety, pavement and sometimes for needed geometric changes - Construction Effort – performed by outside contractors or state forces - Schedule – may last for more than one construction season, sometimes highly concentrated timeframes, generally scheduled well in advance with extensive notice - Traffic Impact-moderate - Environmental: Might require a wetlands permit from DES, with notification to and possible comment from local conservation commission; possible historic context issues 	<p>Purpose of public involvement - To help the project team understand the context of the project area, gain understanding of both community features and environmental features of importance to the public so that these features can be maintained or enhanced in designing and carrying out the project, and to keep the public involved and informed about project progress to maintain their support for the effort throughout the project development process.</p> <ul style="list-style-type: none"> - Identify a public involvement process that outlines the strategy for public involvement tailored to the needs of this project. - In addition to the context study outlined below, as early as possible in the design process (prior to 30% design), present information about the project scope at a public officials’ meeting and at public information meetings for stakeholders,). The public officials’ meeting may be combined with a public information meeting involving stakeholders. The number of meetings with the public will depend on the nature of the project. <ul style="list-style-type: none"> - Provide public notice prior to the public officials’ meeting. - Provide formalized public information materials - Consult with the community leaders referenced in the context study section about any additional needs for educating the public about what is proposed such as encouraging the local newspaper to provide information about the proposed project and notice of the public meeting or meetings beyond the legal notice required. - Depending on the public response and potential impact of the project, determine whether to have a second public meeting later in the design 	<ul style="list-style-type: none"> - Field review of the significant context features, especially thinking about potential impacts on (or opportunities to enhance) the community, local businesses, promote and preserve historic village character, or maintain or enhance scenic character. Significant context features may include but are not be limited to: <ul style="list-style-type: none"> - the entrance into a village - effect on the scenic quality of a rural road - effect on access to businesses - trees, stone walls, other features - Internally (within DOT) decide whether the potential level of impact merits stakeholder consultation. Also consult with the local RPC to see if stakeholder involvement is warranted. - If consultation is warranted organize a walk-through at the significant features with a small but representative group of stakeholders, to identify what is valued in the context and other considerations, such as how to manage the project for minimal disruption of businesses. The stakeholder group may include public officials but should include representatives of other stakeholder interests as well. <ul style="list-style-type: none"> - Document in a meeting report the consensus of the stakeholders and project staff about the transportation issues or problems being addressed and a statement of community and environmental values to be considered and addressed as the project is designed and work is carried out. - Return to stakeholder group to discuss the engineering drawing(s) prior to beginning construction 	<ul style="list-style-type: none"> - Detailed design is completed on all impacted features and critical cross-sections and documented in an Engineering or Conference Report. Detailed surveys of sensitive context features that were identified in discussions with stakeholders should also be included in this report. These designs and surveys should be included in the package that goes out to bid. - Some field adjustments are necessary due to the level of design and the need to accommodate specific location issues or features that may vary throughout the project site. - Designers will work “real time” with field staff and stakeholders to address project specific issues. - Might require the acquisition of right of way including easements. 	<ul style="list-style-type: none"> - The Context Study may reveal sensitive issues that could need involvement by internal or external experts, such as: <ul style="list-style-type: none"> - A historic preservationist - Environmental agencies - Roadside design section - An engineer to evaluate traffic impacts - Right of Way

	<ul style="list-style-type: none">- process.- Review preliminary and final designs with public officials and stakeholders as needed to gain their input and to maintain their understanding of and support for the project.- If construction will have long term impact on travel patterns and access to businesses or residences, develop and communicate to stakeholders a Maintenance of Traffic Plan to minimize disruption. Consult with residents and businesses for input on the schedule and phasing plan. If needed designate someone to serve as a liaison with local businesses to minimize negative impact.- Prior to start of construction notify people who live or work in the project area about the work. Include a contact name and phone number or email address to facilitate contact with a responsible person if there are concerns or problems.			
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Example Project: NH Route 114 west of Concord. Involved 6.3 miles of resurfacing between Henniker and Bradford. Completed at a cost of \$1.35 million in 2002. Construction was done within a construction season. This is a fairly typical rural 2-lane highway with moderate traffic volumes. The 10 year plan references this project as “Level and 1” overlay from NH 103 to US 202.” In addition to the resurfacing the scope of the project involved guardrail, some shoulder widening, and clearing and ledge work that changed the profile of granite outcroppings through blasting. Since this was a federal aid resurfacing project, NHDOT was required to address safety issues along the road. The road is built on ledges and boulders and has narrow ditches along the side. The freeze thaw cycle makes the north facing ledges unstable, resulting in a safety hazard. The resulting work opened the road appearance in half a dozen areas along the route, which came as a surprise to local residents.

Typical public outreach for a project of this scale is to post a notice in the newspaper and to speak on the agenda of a selectman meeting to notify the town of the upcoming work. Because the public is able to attend these meetings and because all work was within the right of way, NHDOT has considered that such an appearance serves to inform the public adequately about the project. In this case, however, some members of the public were surprised at the level of visual impact of the project and thought they should have been better advised about the scope and visual impact of what was proposed.

Other example projects: North Hampton, Federal Resurfacing Program

MINOR IMPROVEMENTS / TECHNICAL ASSISTANCE	Public Involvement	Context Study/Placemaking	Design	Interdisciplinary teams
<p>Project Attributes:</p> <ul style="list-style-type: none"> - Project Types: <ul style="list-style-type: none"> - Municipally Managed Projects - Non 10 Year Plan Projects - Impacted area – improvements are focused on a specific area but impacts away from the area are not uncommon - Cost – varies - Design – Formal design will probably be necessary to ensure specific safety issues are addressed. Traffic studies will commonly be used to provide input for key decisions. - Construction Effort – performed by outside contractors - Schedule – depends on the project scope - Complexity – is driven by a host of competing interests and concerns - Traffic Impacts-minor to significant depending on the nature of the project - Environmental - May or may not require a wetlands permit; possible historic context issues 	<p>Purpose of public involvement – The scale of public involvement may vary greatly depending on the project. The purpose is to help the project team understand the context of the project area, gain understanding of both community features and environmental features of importance to the public so that these features can be maintained or enhanced in designing and carrying out the project, and to keep the public involved and informed about project progress to maintain their support for the effort throughout the project development process. In projects with a high level of public interest or with implications for future development (involving access, sprawl, effect on community character) the public involvement effort should seek to reach consensus with stakeholders regarding major steps in the project development process.</p> <ul style="list-style-type: none"> - Identify stakeholders, those directly affected by the proposal (developers), those indirectly affected (adjacent property owners, users) and those with an interest (could be chamber of commerce, environmental advocates, etc.) - Develop a strategy for public involvement. Outline this in a public involvement plan. Depending on public response and potential impact of the project, plan for one or more public official’s meetings and public information meetings, informal meetings with stakeholders and other forums for discussion to accomplish the public involvement objectives for the project. Dependent on the level of potential impacts, public interest and complexity of the project, determine whether to appoint a citizens’ advisory committee. - If a citizen’s advisory committee is appointed, <ul style="list-style-type: none"> o Develop Problem Statement with stakeholders o Develop Vision Statement with stakeholders that articulates what is valued and what is desired in terms of transportation, community and environmental goals 	<ul style="list-style-type: none"> - Identify and map significant context features - In doing analysis of potential impacts (traffic, access, sprawl, effect on community character) and considering alternative concepts, consider the significant context features with emphasis on: <ul style="list-style-type: none"> o Especially short term impacts at the access point o Long term impact of traffic on regional context o Environmental impacts, etc 	<ul style="list-style-type: none"> - Detailed design is completed on all features. - Traffic studies may be an integral part of the design process and will be integrated with forecasted economic factors. - Designers will work with stakeholder groups in developing transportation strategies 	<ul style="list-style-type: none"> - The problem and Vision Statements, and potential long-term impacts of the new development and access roads, will help determine what kind of team may be needed. Team members might include: <ul style="list-style-type: none"> - A regional land use planner or agency - A landscape architect - Environmental and other resource agencies

	<ul style="list-style-type: none">○ Develop criteria to evaluate proposed alternatives to determine to what extent they solve the problems and achieve the vision○ Evaluate with stakeholders the concepts developed in terms of their solving the identified problem and achieving the vision.- Depending on NHDOT’s role in the project, review preliminary and final designs with public officials and stakeholders as needed to gain their input and to maintain their understanding of and support for the project.- Use database, Engineering Report or other tool to track and inform all team members of project commitments including those made to the public and resource agencies.			
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Example Project: New Hampton west of Lake Winnepesaukee and Meredith
New Hampton west of Lake Winnepesaukee and Meredith. Study of land use and transportation issues surrounding potential development scenario. This is an effort by the town to be proactive about managing future development impacts on transportation. The product of this effort will be concept drawings. DOT will not have responsibility for building any facility. This project addresses the proposed developments of three developers. The town asked the RPC and NHDOT to facilitate a dialogue that would encourage everyone to think ahead about possible impacts and to collaborate on a solution.

There is sparse development now on one side of a state highway. If these three developers build on the other side of the highway, there is concern that the traffic generated by these and by future developments could generate traffic at a level that would lead to enlarging the road as has happened at Tilden, Exit 20. The town is seeking a solution that would provide for needed circulation among the developments without leading to a road widening in the future.

Other project examples: New Boston Town Center, New London “Crockett’s Corner”

PROJECTS WITH “PLACE”	Public Involvement	Context Study/Placemaking	Design	Interdisciplinary teams
Project Attributes: <ul style="list-style-type: none"> - Impacted area – focused in a specific area or along a particular corridor. Other impacted areas often result due to traffic, economic and social patterns unique to the project site. - Design – Formal design of all features including safety, pavement and needed geometric changes. Engineering and traffic studies are critical to determining the impacts to the project site and adjacent communities/areas. - Construction Effort – performed by outside contractors - Schedule – may last for more than one construction season, sometimes highly concentrated timeframes, generally scheduled well in advance with extensive notice - Complexity – moderate with more complex issues in specific locations - Traffic Impacts-Substantial and prolonged traffic impacts are possible - Environmental - May or may not require a wetlands permit; possible historic context issues 	<p>Purpose of public involvement – to help the project team understand the context of the project area; to gain an understanding of and develop consensus on a project Problem Statement , Vision Statement , criteria to evaluate alternatives, choice of a preferred alternative and final design; to keep the public involved and informed about project progress to maintain their support for the effort throughout the project development process.</p> <ul style="list-style-type: none"> - Identify a full range of stakeholders (resource agencies, citizens, public officials, etc.) - Develop public involvement plan. Identify techniques most appropriate for specific project site to gain input from stakeholders (this may include Placemaking at specific places or nodes or other types of site visits with groups of stakeholders to identify and understand valued resources) - Invite members of Advisory Committee to serve if such a committee is judged to be the best way to gain stakeholder input, consensus and support. - Develop Problem Statement with input from the public - Develop Vision Statement with input from the public - Develop criteria to evaluate alternatives with input from the public - Evaluate alternatives; choose preferred alternative with input from the public - Use database or other tool to track and inform all team members of project commitments including those made to the public and resource agencies - Maintain Advisory Committee 	<ul style="list-style-type: none"> - Research and map the significant context features (may include economic, community, historic, scenic, transportation contexts) - Employ Placemaking Workshops or other on-site exercise to gain understanding of the relative importance of different context features. Placemaking workshops usually focus on certain sites within a corridor where more human activity takes place. A long corridor may include several centers that each would require a workshop for the local population there. These might be places where the corridor: - Runs through places that are important to many users (e.g. at least some of the adjacent land uses are historically, environmentally, or scenically/aesthetically important) - Has many adjacent or nearby stakeholders (e.g. has shops, cultural/academic/religious institutions, residents) - Is an urban or village setting - Is very mixed in its land uses (e.g. <i>not</i> an arterial that is uniformly suburban strip development) - Links two very different contexts (e.g. a corridor that enters a downtown/town center from a more suburban/strip arterial context) 	<ul style="list-style-type: none"> - Detailed design is completed on all features. - Design efforts will be well coordinated with commitments made during the NEPA and public involvement processes. - Designers will respond to the Problem and Vision Statement s developed by the Advisory Committee in developing their plans and design. - Designers will provide technical input and expertise as the Advisory Committee evaluates alternatives and develops their final concept of the project. - Design will integrate CSS principles. 	<p>The team make-up will depend on the specific elements and context of the project, but it would be common to include many of the following:</p> <ul style="list-style-type: none"> - A regional land use planner or agency - Environmental and other resource agencies - A facilitator to lead community involvement - An urban designer/Placemaking expert - An environmentalist - A landscape architect - Historian/preservationist with expertise in local landscapes and/or architecture - An architect - An archeologist - FHWA - Land Use Planner

	<div>throughout project development process</div> <div>- Use public meetings, workshops, newspaper articles, and other media as appropriate to the locale to solicit input from the general public and inform them of the opportunity to provide input through the Advisory Committee (if one is used) and to inform them of project progress.</div>			
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Example Project: Meredith. This is a corridor of about 4 miles traveling through both village and rural sections. It is 2 lanes, part a state facility, part of US highway. The cost is included in the 10 year plan at about \$12 million.

Other project examples: Meredith, Pelham, Bow-Concord, Dublin

RURAL SETTING (Corridor, Bridge, Etc.)	Public Involvement	Context Study/Placemaking	Design	Interdisciplinary teams
Project Attributes: <ul style="list-style-type: none"> - Impacted area-Major impacts along the corridor and to adjacent property owners. - Design-Formal design of all - Construction Effort-performed by one or more outside contractors - Schedule-generally will last for more than one construction season, sometimes highly concentrated timeframes, generally scheduled well in advance with extensive notice. Projects likely will include multiple phases of work impacting communities in a variety of ways with traffic phasing and other interim features - Complexity-Moderate to very complex - Traffic Impacts-Major impacts over a prolonged period of time - Environmental - May require a wetlands permit, analysis of historic resources, study of other environmentally sensitive resources - Typically many alternatives considered 	<p>Purpose of public involvement – to help the project team understand the context of the project area; to gain an understanding of and develop consensus on a project problem statement, vision statement, criteria to evaluate alternatives, choice of a preferred alternative and final design; to keep the public involved and informed about project progress to maintain their support for the effort throughout the project development process.</p> <ul style="list-style-type: none"> - Identify a full range of stakeholders (resource agencies, citizens, public officials, etc.) - Develop public involvement plan. Identify techniques most appropriate for specific project site to gain input from stakeholders (this may include Placemaking at specific places or nodes or other types of site visits with groups of stakeholders to identify and understand valued resources) - Invite members of Advisory Committee to serve if such a committee is judged to be the best way to gain stakeholder input, consensus and support. Develop Problem Statement with input from the public - Develop Vision Statement with input from the public - Develop criteria to evaluate alternatives with input from the public - Evaluate alternatives; choose preferred alternative with input from the public - Maintain Advisory Committee throughout project development process - Use database or other tool to track and inform all team members of project commitments including those made to the public and resource agencies - Use public meetings, newspaper articles, website and other media as appropriate to solicit input from the general public, inform them of the opportunity to provide input through the Advisory Committee, and of progress on the project. 	<ul style="list-style-type: none"> - Research and map the significant context features (may include economic, community, historic, scenic, transportation contexts) - Employ on-site exercise to gain understanding of the relative importance of different context features. A long corridor may include several centers that each would require a workshop for the local population there. These might be places where the corridor: <ul style="list-style-type: none"> - Runs through places that are important to many users (e.g. at least some of the adjacent land uses are historically, environmentally, or aesthetically important) - Has many adjacent or nearby stakeholders (e.g. has shops, cultural/academic/religious institutions, residents) - Is very mixed in its land uses (e.g. <i>not</i> an arterial that is uniformly suburban strip development) - Links two very different contexts (e.g. a corridor that enters a downtown/town center from a more suburban/strip arterial context) 	<ul style="list-style-type: none"> - Detailed design is completed on all features. - Design efforts will be well coordinated with commitments made during the NEPA and public involvement processes. - Designers will respond to the Problem and Vision Statement s developed by the Advisory Committee in developing their plans and design. - Designers will provide technical input and expertise as the Advisory Committee evaluates alternatives and develops their final concept of the project. - Design will integrate CSS principles. 	<p>The team make-up will depend on the specific elements and context of the project, but it would be common to include many of the following:</p> <ul style="list-style-type: none"> - Regional/state planning agency - Environmental and other state and/or federal resource agencies - FHWA - Agencies from affected neighboring states (if any) - A facilitator to lead community involvement - A land use planner - An environmentalist - An economist - A landscape architect - A historian or preservationist with expertise in local landscapes and/or architecture - An architect - An archeologist

Example Project: Barnstead. This project involves a six-mile long winding rural road between Barnstead and Alton constructed in the 1930's. The road has significant geometric problems and traverses an area rich in resources: historic houses, a lake, and wetlands.

This project involves a six-mile long winding rural road between Barnstead and Alton constructed in the 1930's. The road has significant geometric problems and traverses an area rich in resources: historic houses, a lake, and wetlands. It is a growing residential area close enough to Concord for commuting so traffic volumes are expected to increase. It passes a newly built high school but with 5 acre lots there are few houses along the road and few driveways. The road is currently posted at 50 miles per hour with about 8 down-postings at difficult curves within this 6-mile length. NHDOT anticipates that it may want to consider a 40 mph design speed to keep close to the centerline in rebuilding the road, but believes it is very important that the community have a direct role in determining what design speed and alignment is chosen. The project cost is anticipated in the \$10-12 million range.

Example Project: Walpole – Charlestown, Barnstead – Alton